

FINANCIAL ANALYSIS

There are several funding sources available for the engineering and construction of transportation improvements in Clark County. The County Road Fund provides the principal source of program dollars. This local money is supplemented by Federal and State grant dollars administered through different offices. Below is a brief description of available funds, along with a brief explanation of projected revenues from each source (see Figure 3 for percentage of program funded by the various grants):

FEDERAL FUNDING SOURCES

The Transportation Equity Act for the 21st Century (TEA-21) provided Federal transportation dollars to Federal, State and Local agencies through September 2003. On September 30, 2003, the president signed the Surface Transportation Extension Act of 2003, a five month extension of TEA-21. The extension directs the distribution of funds to the states, transit providers and others for the five-month period ending February 29, 2005.

The specific grant programs available for Clark County through TEA-21 include the following:

- **Bridge Reconstruction (BR).** This program's objective is to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals, and other barriers. Approximately \$20 million is available statewide each year through a statewide competition. The amount available for Clark County will fluctuate, depending on specific project needs. Clark County was awarded \$2.0 million in 2003 for the Betts Bridge replacement on Salmon Creek Avenue.
- **Surface Transportation Program - Clark County Transportation Management Area (STP-TMA).** The objective of the STP program is to fund road construction, reconstruction, resurfacing, restoration, and rehabilitation. Approximately \$2 to \$4 million per year will be allocated to the Clark County Transportation Management Area (TMA), which consists of Clark County and the City of Vancouver. Projects funded by this Surface Transportation Program are selected through the Regional Transportation Council (RTC). C-TRAN, RTC, and WSDOT are also eligible for these funds. Clark County's share is based upon RTC's current TIP and expected future funding awards. In 2003, Clark County was awarded \$1.8 million for NE 162nd Avenue and \$1.2 million for NE St. Johns Road improvements.
- **Surface Transportation Program – Hazard Elimination System (HES).** Under TEA-21, some STP funds are allocated for two safety categories (Group 1 - larger

and signal projects; Group 2 - smaller and guardrail projects). Approximately \$4 million is available statewide each year through a statewide competition.

- **Surface Transportation Program - Transportation Enhancements (STP-Enhancement).** Under TEA-21, 10% of STP funds are set aside for transportation enhancement projects. These can be bicycle and pedestrian “transportation projects”, scenic or historic highways, and highway beautification (landscaping). The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Statewide Competition (STP-Competitive).** The goal of the program is to fund regionally significant projects and programs that develop, improve, and/or preserve an integrated transportation system that encourages multimodal choices to the public. The STP Competitive Program was allocated about \$85M over the life of TEA -21. TIB allocated the remaining STP competitive funds, \$22M, in December of 2000. The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Rural Assistance (STP-Rural).** TEA-21 requires STP funding for rural projects. Approximately \$250,000 is targeted for Clark County and small cities in the County each year. The next call for projects is subject to the re-authorization of TEA-21.
- **Congestion Mitigation and Air Quality Improvement (CMAQ).** This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS). The funds will be used for non-roadway improvement projects such as bus or HOV lanes, traffic signal coordination, bike lanes, and other congestion mitigation activities. RTC administers these funds through the Regional TIP. In 2003, Clark County successfully applied for \$225,000 to construct a sidewalk along NE 72nd Avenue from NE 63rd Street to NE 73rd Street and \$150,000 to complete missing gaps in the bike lane and sidewalk along the south side of NE 149th Street from NW 21st Avenue to approximately NE 2nd Avenue.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Block grants are targeted for low and moderate income areas. Improvements usually consist of sidewalk and capital improvements. If an applicable project arises, Clark County will apply for CDBG grants.

STATE FUNDING SOURCES

Transportation Improvement Board (TIB)

The Transportation Improvement Board (TIB) administers several state-funded grant programs. The TIB's mission is to fund "high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services".

- **Transportation Partnership Program (TPP).** This program was established by the State of Washington in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects must be attributable to congestion caused by economic development or growth; and be consistent with state, regional, and local comprehensive plans. Local funds must provide a minimum 20% match. The FY 2005 program totals to approximately \$36 million. Of that total, \$14 million was awarded based on statewide competition and about \$5.4 million was allocated for this region. Clark County was successful in leveraging \$8.0 million for the I-5/Salmon Creek Interchange project in the statewide competition.
- **Arterial Improvement Program (AIP).** This program was established by the State in 1967 and is funded by the Urban Arterial Trust Account (UATA). The purpose of this program is to fund arterial road projects to reduce congestion and improve safety, geometrics, and structural concerns. Project selection criteria include pavement condition, pavement and roadway width, traffic, accidents, and people-carrying capacity. Projects can receive a maximum 80% reimbursement, depending on agency population. The FY 2005 program totals to approximately \$30 million. Of that total, about \$5 million was awarded to this region. Clark County did not compete successfully.
- **Pedestrian Safety and Mobility Program (PSMP).** This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. This program is also funded by the Urban Arterial Trust Account (UATA). The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. Selection criteria include safety, pedestrian generators, convenience, public acceptance, and project cost. The FY 2005 program totals to about \$1 million.

County Road Administration Board (CRAB)

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine (39) county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

- **Rural Arterial Program (RAP).** In 1983, the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$35 million per biennium. In 2003, CRAB awarded funding to the NE Heisson Road at NE 244th Street project and the NE Ward Road Realignment project.
- **County Arterial Preservation Program (CAPP).** In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax (MVFT), which generates approximately \$24 million per biennium. Clark County receives approximately \$500,000 per year in CAPP funds.

Washington State Public Works Board

The Public Works Board (Board) was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs:

- **Public Works Trust Fund (PWTF) Construction Loan Program.** The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term, with an interest rate as low as one-half percent. The maximum for any agency is ten million dollars per biennium.
- **Public Works Trust Fund Pre-Construction Loan Program.** The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design work, engineering, permit acquisition, environmental review, and public

notification. These loans have a five-year term, with an interest rate of only one-half percent. The maximum for any agency is one million dollars per biennium.

LOCAL FUNDING SOURCES

Local funding sources include funds that are not administered through State or Federal agencies. These funds are achieved through taxes, private contributions, and other revenues.

- **Clark County Road Fund (CRF).** The funds are established through County property tax, gas tax, and other revenues. By State law, 0.5% of the annual gas tax allocation (or approximately \$30,000 per year) must be used for special projects, such as bikeways. Figure 1 shows the various sources of revenue that currently comprise the County Road Fund. Figure 2 on the following page shows the projected revenue, expenditure, and remaining fund balance for the County Road Fund over the next six years.

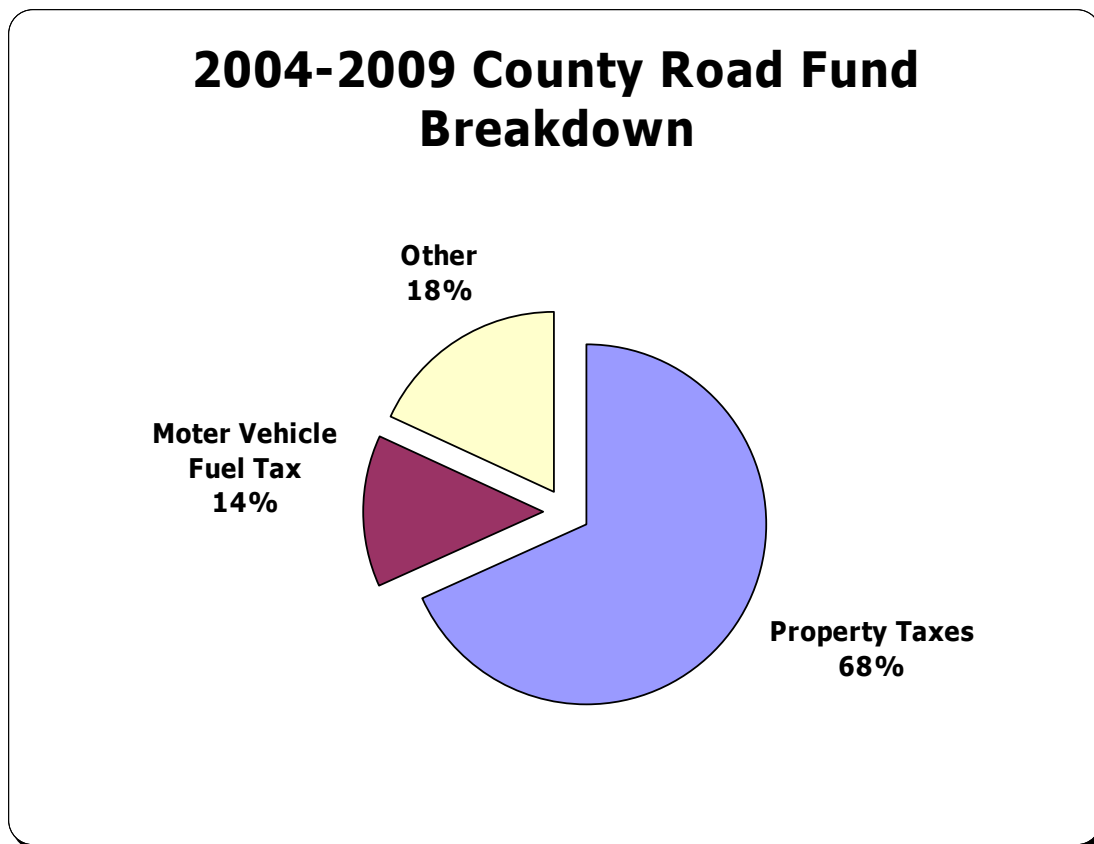


Figure 1: 2004-2009 County Road Fund Breakdown

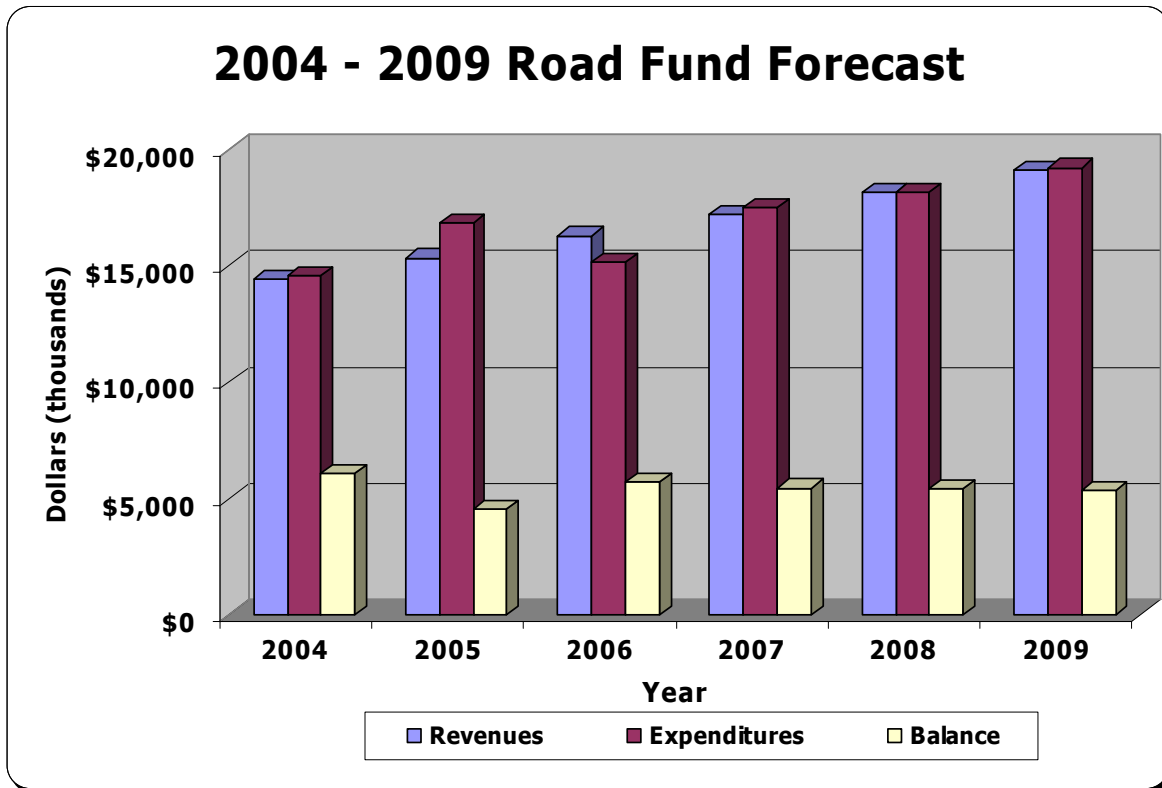


Figure 2: 2004-2009 Road Fund Forecast

- **Transportation Impact Fees (TIF).** New developments and re-developments are assessed TIF's, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was adopted on August 17, 2001 (ordinance number 2001-08-01A). The technical document defines the allowable funding amounts for each project.
- **Road Improvement District (RID).** RID's are special projects which are funded by those properties benefiting from the improvement. The County will build the project, using revenue bonds from the RID participants. The 2004-2009 TIP does not project any revenues from RID's. Clark County will pursue a Road Improvement District if a project is applicable and the adjacent property owners express an interest in this program.
- **Frontage Improvement Agreements (Private).** A developer may enter into a frontage improvement agreement with the County where the developer pays the County for improvements along their road frontage. Most developments are required to construct frontage improvements (i.e. travel lanes, bike lanes, sidewalks, drainage) and, in cases where the development abuts a proposed road

improvement project, it is often beneficial for the County to construct the improvements as part of the capital project.

- **Private/Latecomers (Private).** According to State law, new developments and re-developments may be charged "Latecomer Fees" by the County for improvements that would have been required as a part of the development, but are scheduled to be constructed by the County. These latecomer fees are collected as a reimbursement to the County for that expense. The following is a list of projects to be considered for latecomer fees:

2004-2009

RANKING

POTENTIAL LATECOMER PROJECTS

- A Betts Bridge #26 Replacement – NE Salmon Creek Avenue at Salmon Creek
- B NE 15th Avenue - NE Union Road to NE 179th Street
- C NE 162nd Avenue - NE 39th Street to Ward Road
- D NE 72nd Avenue – Pacific Park to NE 18th Street
- E NE 72nd Avenue - South of NE 99th Street to St. Johns Road
- F NE 76th Street - NE 117th Avenue (SR-503) to NE 142nd Avenue
- G NE Highway 99 - NE 20th Avenue to NE 134th Street
- H NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
- I NE Ward Road / NE 172nd Avenue - South of NE 99th St. to NE 119th St.
- J NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
- 1 NE 76th Street - NE 94th Avenue to NE 107th Avenue
- 2 I-5/Salmon Creek Improvements – NE 139th Street Overpass and Adjoining Improvements
- 3 NE Highway 99 - NE 99th Street to NE 117th Street
- 4 NE 117th Street - Hazel Dell Avenue to Highway 99
- 5 NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street
- 6 NE Highway 99 - South of Railroad Bridge to NE 63rd Street
- 7 NE 88th Street - St. Johns Road to Andresen Road
- 8 NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
- 9 NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
- 10 NE 88th Street - Highway 99 to St. Johns Road
- 11 NE 139th Street - NE 20th Avenue to NE 29th Avenue
- 12 NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
- 13 NE Padden Parkway at SR-503 - Interchange
- 14 NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
- 15 NE 179th Street - NE 10th Avenue to NE 50th Avenue
- 16 NW 179th Street - I-5 to NW 11th Avenue
- 17 NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
- 18 NE Heisson Road - Battle Ground City limits to NE 244th Street
- 19 NE 63rd Street - NE Andresen Road to Interstate 205
- 20 NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
- 21 NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
- 22 NE 10th Avenue - NE 134th Street to NE 149th Street
- 23 NE 94th Avenue - Padden Parkway to NE 119th Street
- 24 NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
- 25 NE 179th Street - NE Cramer Road to SR-503
- 26 NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits
- NA SE 192nd Avenue - SR-14 to SE 34th Street
- NA Neighborhood Traffic Management Program Projects
- NA Transportation Safety Improvement Program Projects

Note: Other projects ranked lower in the program may be eligible for latecomers in the future.

TIP EXPENDITURES

The expenditures in the 2004-2009 Transportation Improvement Program are from a combination of the sources discussed above. Figure 3 indicates the percentage each

source contributes to the TIP. The County Road Fund accounts for just over half of the TIP expenditures, with various grants and traffic impact fees covering remaining costs.

Figure 4 depicts what types of projects the TIP focuses on. Improving mobility is the major focus of the program and includes projects such as the Padden Parkway and Fourth Plain. It is important to note that all projects include safety and preservation aspects, such as sidewalks for pedestrian safety and improved construction methods and materials for extended project life.

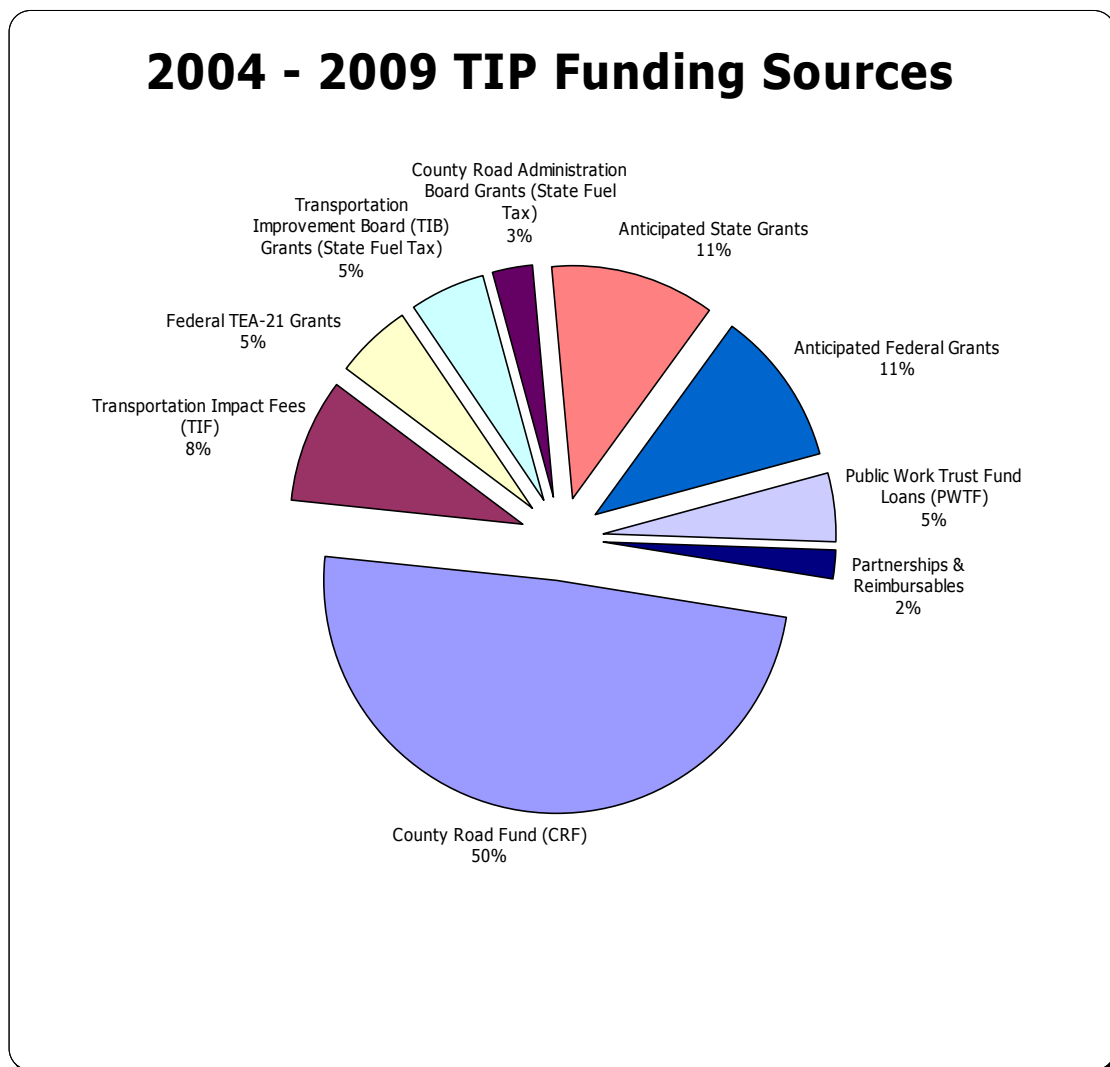


Figure 3: 2004-2009 TIP Funding Sources

2004 - 2009 Expenditures by Classification

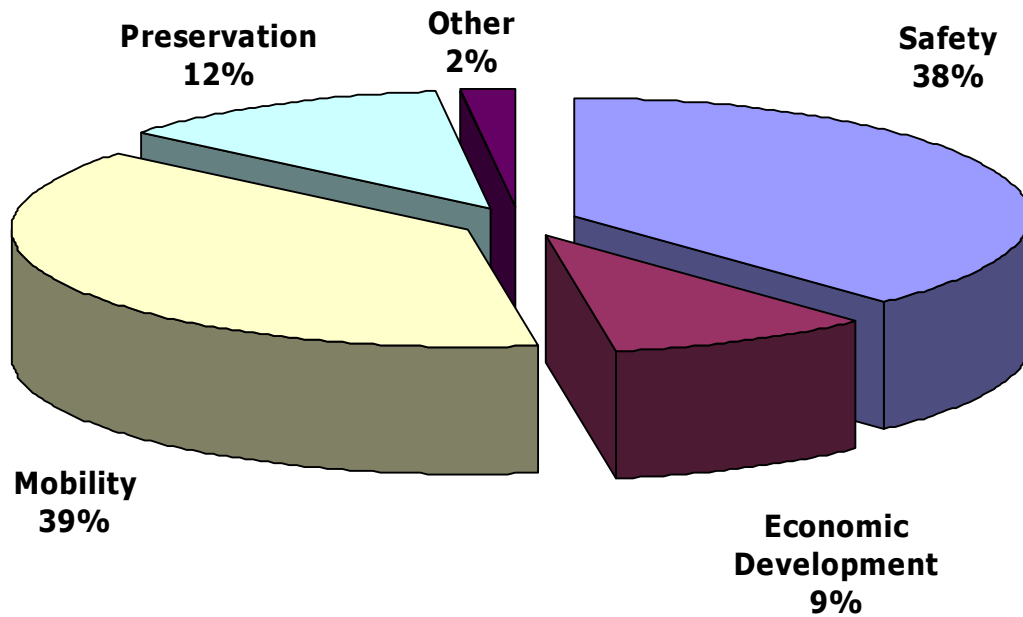


Figure 4: 2004-2009 Expenditure Classification

REASONABLY FUNDED PROJECTS

For purposes of concurrency evaluation, all improvement projects that are completely funded (and grant money is obligated) within the first three years of the TIP are considered reasonably funded. These projects include the following:

Ongoing Programs

- Transportation Safety Improvement Program (locations to be determined)
- Road Preservation Program (locations to be determined)
- Unprogrammed/Advanced Right-of-way Purchases Program
- Neighborhood Traffic Management Program (locations to be determined)
- Environmental Impact Mitigation Program (locations to be determined)

Improvement Projects

TIP Priority

- | | |
|---|----|
| • Betts Bridge #26 | A |
| • NE 162 nd Avenue – NE 39 th Street to Ward Road | C |
| • NE 76 th Street – NE 117 th Avenue to NE 142 nd Avenue | F |
| • NE Highway 99 Realignment | G |
| • NE Ward Road Realignment and Intersection Improvements | I |
| • NW 117 th /119 th Street – NW 7 th Avenue to Hazel Dell Avenue | J |
| • NE 76 th Street – NE 94 th Avenue to NE 107 th Avenue | 1 |
| • NE 117 th Street – NE Hazel Dell Avenue to Highway 99 | 4 |
| • NE 137 th Avenue – Fourth Plain Blvd. to NE 76 th Street | 8 |
| • NE Heisson Road at NE 244 th Street Intersection | 18 |
| • NE 10 th Avenue Phase II – NE Carty Road to Ridgefield City Limits | 26 |

